

San Francisco Bay Conservation and Development Commission

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TO: Design Review Board Members

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SUBJECT: Terminal One/Latitude Project; Second Review¹
(For Design Review Board consideration on August 7, 2017)

Project Summary

Project Proponents and Property Owners. Laconia LLC and City of Richmond

Project Representatives. Cleve Livingston (Laconia); Lina Velasco (City of Richmond); Scott Cataffa and Justin Aff (CMG); Richard Christiani (Christiani Johnson Architects); Sam Yao and Max Argo (SGH); Jeff Fippin, Pedro Espinosa, and Todd Bradford (ENGEO); and Jason White (BKF Engineers).

Project Site. The 13-acre site is located south of Brickyard Cove Road, west of the Richmond Yacht Club, and east of Dornan Drive and the Miller-Knox Regional Shoreline Park, in the City of Richmond, Contra Costa County.

Existing Conditions. The project site, including a wharf originally built in 1915, was historically used as a bulk terminal to unload and load cargo and a storage tank farm. The wharf is approximately 555 feet long and 90 feet wide, totaling approximately 50,000 square feet (1.15 acres), and is comprised of a concrete deck supported by precast concrete piles. The wharf was originally designed to support an approximately 37,000-square-foot warehouse, which occupies most of the deck area except for an 18-foot-wide apron area that runs the 555-foot length of the wharf's Bay frontage. Approximately 57,000 square feet of additional warehouse space was added in the early 1920s at the landward edge of the wharf. This additional space was tied into the original space along the wharf's northern reach, resulting in approximately 94,000 square feet of contiguous warehouse space under one roof. The warehouse remains at the site and will eventually be removed.

The approximately 300-acre Miller-Knox Regional Shoreline Park bounds the north and western edge of the site, while the Richmond Yacht Club lies to the east of the site. The East Bay Regional Park District is preparing a Land Use Plan Amendment and a Program Environmental Impact Report for the Miller-Knox Regional Shoreline to enhance existing recreational, interpretive and scenic values.

¹ Project site previously reviewed as Point Richmond Shores November 2004, March 2005, and September 2005.

The site is isolated geographically from Point Richmond, with the nearest public transportation service located at the intersection of South Garrard Boulevard and West Cutting Boulevard, approximately 1.7 miles away. The San Francisco Bay Trail is 14 feet wide, consisting of a 10-foot-wide paved trail extension and two-foot wide shoulders on both sides of the trail, and extends 396 feet from the northeast corner of the project site towards the west along Brickyard Cove Road. Public parking does not exist at the project site as it is a fenced-off property. However public parking is available at Miller Knox Park adjacent to the site, which includes a recently improved Water Trail site. This site has been the subject of proposed development projects for approximately the past thirteen years.

Proposed Project. A mixed-use development is proposed, which includes residential homes, retail space, and public amenities. The proposal includes the construction of approximately 316 residential units and the repurposing of the Terminal One wharf as a public waterfront park. Approximately 3.92 acres of the site are located within the Commission’s 100-foot shoreline band jurisdiction, including the entire wharf structure, which was constructed prior to 1965.² The proposed project does not involve fill in the Bay. Approximately 9.2 acres of the proposed project is located outside of the Commission’s jurisdiction.

The project proponent would like to commence phased construction in the first quarter of 2018. The first phase of construction would include the demolition of the warehouse and hardscape elements; site preparation/grading; construction of all the public improvements, including the Bay Trail extension, Shoreline Drive, the Entry Plaza, the Pedestrian Promenade, and the wharf repairs and improvements; and the construction of the western-podium garage (Podium #A), as well as construction of the western-most condominium building (Building #1).

As of July 5, 2016, the project proponent obtained City Council Resolution No.63-16, “Certifying the Terminal One Project Environmental Impact Report (State Clearinghouse #2014112050) and Adopting a Mitigation Monitoring and Reporting Program, and Approving a Vesting Tentative Map (PLN 14-316), Subject to the Findings and Conditions Herein.” As of July 19, 2016, the project proponent obtained Ordinance No. 13-16 N.S., “An Ordinance of the City Council of the City of Richmond, California, Rezoning to Planned Area (PA) District the Terminal One Site Located at 1500 Dornan Drive for the Terminal One Project (PLN 14-316).”

Within the Commission’s 100-foot shoreline band jurisdiction, the proposed project would repurpose the Terminal One wharf as a public waterfront park. Additional public access improvements within the Commission’s 100-foot shoreline band jurisdiction include the shoreline extension of the San Francisco Bay Trail, a new shoreline loop roadway with on-street public parking and loading zones, an elevated walk connecting the Bay Trail to the proposed waterfront park, and a public waterfront trail along an existing railway.

1. **Public Waterfront Park (Exhibits 12, 14, 15, 19-22).** The proposed public waterfront park would be constructed on the existing wharf. A 30-foot-wide public promenade would extend along the approximately 90-foot-long stretch at the west side of the wharf and along the wharf’s entire southern end, which stretches approximately 555 feet, connecting the public to various aspects of the waterfront park, including:

² Because the wharf pre-dates the passage of the McAteer-Petris Act—the Commission’s founding law—its reuse is not restricted to water-oriented purposes only unless and until it undergoes significant repairs or replacement.

- a. an approximately 5,000-square-foot area with elevated picnic seating;
 - b. an approximately 2,025-square-foot play theater in the middle of the park;
 - c. an approximately 7,000-square-foot sculpture garden at the south east end of the wharf;
 - d. an approximately 750-square-foot overlook deck abutting the sculpture garden;
 - e. an approximately 2-foot-wide, 18-inch-tall seat wall along the north edge of the waterfront promenade, and on the north side of the wharf edge which would include the historic wharf pediment signage at the northwest corner;
 - f. an approximately 5-foot-wide secondary path extending across the north end of the wharf;
 - g. and bicycle parking is proposed to be located adjacent to the Bay Trail at the east and west connections to the wharf park.
2. **Elevated Walk Connecting Bay Trail to Wharf Park (Exhibits 14, 18, 22).** The project proposes to reuse some of the crane truss from the existing warehouse to bridge a connection between land and the wharf at the western edge of the wharf. Laconia proposes to grade the south western corner of the site so the walk is elevated above the land, creating a sense of crossing from one area to the waterfront park. The proposed bridge would be 15 feet wide. The re-graded area would include a stormwater garden.
 3. **San Francisco Bay Trail Extension (Exhibits 3, 5, 17, 18, 20, 21, 23).** As proposed, the San Francisco Bay Trail would be extended along both the proposed Shoreline Drive and the existing Brickyard Cove Road. The length of the Bay Trail would be extended 448 feet from its current terminus to the intersection of Dornan Drive and Brickyard Cove Road and approximately 1,908 feet along the proposed Shoreline Drive, thereby creating a cumulative Bay Trail extension of 2,356 feet. A 3-foot-wide landscape strip between the outside edge of the Bay Trail shoulder and the project roadways is also proposed to allow for an extra margin of safety, except for one section of the Bay Trail at the existing Brickyard Cove Road where an existing pump station prevents any additional landscape strip. As proposed, a guardrail at the roadway edge at Brickyard Cove Road would be added to ensure user safety.
 4. **New Shoreline Road (Exhibit 4, 7, 17, 18, 23).** As proposed, a new 20-foot wide, two-way drive along the shoreline would be constructed with vehicle and passenger drop-off access to the proposed waterfront park. A proposed six-foot wide sidewalk would run along the roadway on the northern side of the road adjacent to the development. Pedestrian crossings are proposed for key locations to connect the public access to the waterfront park on the wharf and the Bay Trail.
 5. **Public Parking (Exhibit 5).** In total, 40 on-street public parking spaces are proposed, including: Twenty-nine (29) on-street public parking spots along the proposed Shoreline Road (including 4 ADA-compliant parking spaces.) On Brickyard Cove Road, an additional 11 on-street parking spaces are proposed, including 2 ADA-compliant spaces.

6. **Public Waterfront Informal Walking Trail (Exhibit 23).** In addition, the project proponents are considering ways to incorporate existing out-of-service, rail lines at the project site to provide an informal public trail along the south east waterfront, which would also provide access to an existing tie-off pier that is informally used for fishing.

Outside of the Commission's jurisdiction, at an approximately 8.7-acre area located on the project site, the project proposes to build 316 residential units to accommodate up to 606 residents. The residential units consist of 21 single family homes along the shoreline drive and 295 stacked condominium flats in five 4- and 5-story buildings. Also proposed for construction within this area for the private development: two private parking podiums (lying below the stacked condominiums); private open spaces with common area amenities. Additional public amenities outside of the Commission's jurisdiction include: a Bay trail connection to the neighboring Miller-Knox Regional Shoreline Park along Brickyard Cove Road; 2,000 square feet of retail space at the entry plaza with public seating at the corner of Brickyard Cove Road, Dornan Drive and the proposed Shoreline Drive; and an approximately 20,000 square foot publicly-accessible pedestrian promenade through the middle of the development project to connect Miller-Knox Regional Shoreline Park south to the proposed waterfront park. A pedestrian bridge, for residents and guests is proposed at the southern end of the publicly accessible promenade to connect the east and west sides of the development project over the public promenade.

Resilience and Adaptation to Rising Sea Level (Exhibits 16-23). As proposed, the wharf at the southern end of the project site within the Commission's jurisdiction would hold most of the public serving amenities within the Commission's jurisdiction. According to the Federal Emergency Management Agency ("FEMA"), the current 100-year-flood elevation (BFE) for the project site is 11.00 feet³. For site planning purposes, the project proponents have used the following sea level rise estimates: 16 inches by 2050 (BFE 12.5 ft) and 55 inches by 2100 (BFE 15.58 ft.) The current elevations of the existing wharf and existing rail line are 13 feet and 8.5 feet, respectively. As proposed, the developed site elevations along the wharf would be: 13.5 feet for the southern edge of the wharf and 15 feet for the north end of the wharf, including the entire path along the northern end of the wharf. The site elevation for the proposed extension of the Bay Trail along the shoreline would be 14.5 feet. The proposed Shoreline Drive elevation would be 12.5 feet, located inland of the higher Bay Trail elevation (Exhibit 12.)

The proposed waterfront park has a design life of approximately 50 years. The proposed informal public trail along the rail line would be inundated by mid-century and fully inundated by the end of the century. The project proponent would consider keeping this public access element for the public to enjoy until it is no longer a viable trail. The proposed Shoreline Drive along the southern end of the project site could be inundated by mid-century during a 100-year flood event. The elevation of the adjacent Bay Trail extension along the shoreline (with a proposed elevation of 14.5 feet) could potentially serve as a barrier, making the proposed Shoreline Drive resilient to flood conditions. The proposed Bay Trail shoreline extension, however, could be subject to flooding during a 100-year-flood event by the end of the century. The proposed promenade on the waterpark (proposed elevation of 13.5 feet) could also be subject to flooding during a 100-year-flood event by the end of the century.

³ All elevations are provided using the NAVD88 datum.

The design life of the residential units would be approximately 50 years. No adaptation plan has been provided for the public areas. The proposed finish floor elevations of the residential development is 16.5 feet. The publicly-accessible pedestrian promenade through the development site ranges in elevation from 18 feet at Brickyard Cove Road down to 13.8 feet at the proposed shoreline drive.

Previous Board Review. On June 7, 2016, the proposed project was reviewed—along with the Commission’s Engineering Criteria Review Board—and comments from the Board and public were provided, as summarized below.⁴ All comments, which have been addressed since the June 7 joint meeting by the project proponents, are noted below.

Comments from the Board

1. **The Board asked whether the project proponents considered reducing the footprint of the wharf.** Laconia explained that a reduction in wharf size would reduce the size of the waterfront park and, therefore, result in a reduction in public access to the shoreline and the full potential of the existing facility as a park amenity and public space.
2. **The Board suggested that the character of the proposed street might be considered in a more casual way to blend the development with the waterfront park.** Laconia noted that it designed the landscaping along Shoreline Drive to create a subtle transition between the residential development and waterfront park. Laconia explained that the landscaping along the southern edge of the two podium garages is designed to hide the single-story exterior walls of the parking structure behind a planted slope, giving the appearance of a terraced land form.
3. **The Board asked about the required soil depth needed to support the proposed landscaping and cautioned the applicant that the weight of the soils might be a concern given potential seismic hazards.** Following the June 7, 2016 meeting, Laconia performed a structural analysis of the wharf that led to changes in the proposed landscape design to reduce the weight of the park improvements. Laconia’s structural engineer has designed a retrofit strategy to increase the load-bearing capacity of the wharf, while the landscape architect has worked closely with the structural engineer to revise the landscape program to ensure the inertial loads imposed on the wharf are well within load-bearing capacity of the retrofitted structure.
4. **The Board asked the project proponents to provide graphics and visuals related to the size and scale of the buildings, particularly as they relate to visual impacts from nearby parks.** Laconia has prepared two photo simulations to show the visual impact of the project when compared to the existing condition of the site from two viewpoints, both of which are located in the Miller-Knox Regional Shoreline Park. The first photo simulation shows how the project would impact views looking directly east from the southern end of the Miller-Knox Park at Ferry Point. The second simulation shows the project’s impact on views looking south from the Miller-Knox Park ridgeline just north of the project site. Laconia notes that when these photo simulations were prepared, plans included extensive

⁴ Source: Laconia LLC’s memo to BCDC staff dated July 20, 2017

reuse of steel trusses to frame three large canopy structures. Current plans have a more limited use of the warehouse trusses, framing a single, smaller picnic pavilion at the west end of the wharf. The photo simulation also shows Condominium Building No. 4 as a five-story building constructed over a single-story podium. Current plans have eliminated the fifth floor of Building No. 4, reducing the building to four stories over the parking podium. Laconia notes that these changes will reduce the visual impacts as shown in the DEIR simulations.

5. **The Board asked how the north-south pedestrian podium would be oriented with the parking podiums and suggested the project proponent bring graphics to show that connection.** Laconia has provided additional graphic illustrations of the north/south at-grade public promenade in the DRB exhibit materials (Exhibits 6-8.)
6. **The Board expressed concerns that the Bay Trail was being placed too far away from the shoreline and suggested the project proponent consider the Shoreline Drive as part of the Bay Trail. The Board requested additional sections and graphics related to this for the next review.** Laconia has provided additional graphic illustrations of the relationship between the shoreline drive, the Bay Trail and the shoreline in the DRB exhibit materials (Exhibits 7, 17-18, 23.)
7. **The Board asked that the project proponent to clarify available parking counts.** Laconia stated the project would provide 40 on-street parking spaces for public use (29 of which would be located on Shoreline Drive and 11 of which would be on Brickyard Cove Road). The project would also provide 601 spaces in the two podium garages for private use of residents, guests, and employees, which exceeds the local parking standards. Because the parking in the podium garages is dedicated to private use by the residents, their guests, and the project employees, the on-street public parking spaces will be time-limited to discourage use by these same private parties, thereby increasing the availability of the on-street public parking spaces.
8. **The Board asked for additional sections showing relation of buildings to Shoreline Drive and the Terminal One wharf.** Laconia has included additional sections showing the relationship of the residential buildings to both the shoreline and the waterfront park improvements, including the proposed Shoreline Drive and the Terminal One Wharf (Exhibits 7, 16-23.)
9. **The Board suggested the project proponents consider not only sea level rise but also the associated wave run-up and total water level estimates for the structure and public access areas to allow for adaptive management of the site.** At the upcoming Board meeting on August 7, 2017, Laconia will include a memorandum from the project's civil engineer describing in detail the steps that are being taken to increase the project's resilience to sea level rise. The project is also scheduled to return to the ECRB on August 8, 2017.

10. **The Board noted that the Rosie the Riveter memorial is the first in a series of historic shoreline projects developed in Richmond and suggested that the site continue this historical story.** The project proponent has incorporated historic wharf elements into the waterfront park design, including the mooring bollards, the pediment signage from the existing warehouse, redwood roof and beams, and selected steel elements. (Exhibits 13-15.)

Public Comments

11. **A representative of the Brickyard Cove for Responsible Development (BCRD) expressed concern about visual impacts of the project from the Miller-Knox Regional Shoreline Park. The representative was concerned that the proposed height of the buildings is too tall and will impact views.** Refer to the visual comment studies referenced in board comment number four.
12. **A representative from the Association of Bay Area Governments and Bay Trail explained that the existing Bay Trail runs along the existing Brickyard Cove Road and an opportunity exists to re-align the Bay Trail so it can be located as close to the shoreline as possible.** The Bay Trail extension in the proposed project runs along the water-side of the proposed shoreline drive.

Commission Findings, Policies & Guidelines

San Francisco Bay Plan Policies. The Bay Plan **Public Access** policies state, in part, that “...maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline...” and that “[a]ccess to and along the waterfront should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available.” The Public Access policies further state, in part, that “...improvements should be designed and built to encourage diverse Bay-related activities and movement to and along the shoreline, should permit barrier free access for persons with disabilities to the maximum feasible extent, should include an ongoing maintenance program, and should be identified with appropriate signs.” The policies also state, in part, that “[r]oads near the edge of the water should be designed as scenic parkways for slow-moving, principally recreational traffic. The road-way and right-of-way design should maintain and enhance visual access for the traveler, discourage through traffic, and provide for safe, separated, and improved physical access to and along the shore.”

The proposed Shoreline Drive and the Bay Trail extension along Shoreline Drive both provide a connection between the existing Brickyard Cove Road and the waterfront. The pedestrian promenade that runs north-south through the proposed residential development provides an additional connection for pedestrians from Brickyard Cove Road and the proposed improved waterfront area. These three public access elements encourage diverse activities, such as cycling, walking, and waterfront viewing. At the wharf waterfront park, a picnic deck, a play theater, and a sculpture garden are proposed. The proposed design enables barrier free access along the waterfront promenade and the pedestrian promenade. Further, the design of Shoreline Drive allows for scenic views, as well as drop-off sites to facilitate public access. Directional and wayfinding signage is proposed for key points along the waterfront (Exhibit 3.)

Maintenance of all of the public access areas and amenities, both within and outside of the Commission's jurisdiction, would be assigned to the Home Owner's Association of the residential units developed on the project site.

The Bay Plan Public Access policies further encourage the Commission to seek public access, "especially to link the entire series of shoreline parks, regional trail systems (such as the San Francisco Bay Trail) and existing public access areas..." The proposed Bay Trail extension and connection to the neighboring Miller-Knox Regional Shoreline Park would link existing trails and shoreline parks. This connection would also help connect the public to the Bay Trail to the adjacent Ferry Point Beach Water Trail access.

The Bay Plan **Appearance, Design, and Scenic Views** policies state, in part, that "all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay" and that "[m]aximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas..." Furthermore, "[s]tructures and facilities that do not take advantage or complement the Bay should be located and designed so as not to impact visually on the Bay and shoreline. In particular, parking areas should be located away from the shoreline." The policies reiterate that waterfront development "should be designed to preserve and enhance views along the waterway, so as to provide maximum visual contact with the Bay" and that "[v]iews of the Bay from vista points and from roads should be maintained by appropriate heights of all developments and landscaping between the view areas and the water."

As proposed, the north-south pedestrian promenade, which cuts through the proposed residential development, would provide waterfront views through the development. Further, residential parking podiums would be located farther from the waterfront and edges of the site so as not to block views. The maximum height of the proposed development reaches 61.5 feet, which could impact public views from both Brickyard Cove Road and lower portions of the adjacent Miller-Knox Regional Shoreline Park.

The Bay Plan does not designate the project site as a waterfront/beach priority use area. However, the **Recreation** policies of the Bay Plan state, in part, that "[d]iverse and accessible water-oriented recreational facilities, such as marinas, launch ramps, beaches, and fishing piers, should be provided to meet the needs of a growing and diversifying population...and improved to accommodate a broad range of water-oriented recreational activities for people of all races, cultures, ages and income levels." Further, the policies state, in part, "[r]ecreational facilities, such as waterfront parks, trails, marinas, live-aboard boats, non-motorized small boat access, fishing piers, launching lanes, and beaches, should be encouraged and allowed by the Commission..." and that, among other things, "[b]us stops, kiosks and other facilities to accommodate public transit should be provided in waterfront parks to the maximum extent feasible. Public parking should be provided in a manner that does not diminish the park-like character of the site." Further, the policies state, in part, that "[i]nterpretive information describing natural, historical and cultural resources should be provided in waterfront parks where feasible."

The project proponents propose an approximately 50,000-square-foot waterfront park and potential signage to inform the public of the wharf's history. The proposed project also includes 29 designated on-street public parking spots along Shoreline Drive and 11 on-street public parking spots along Brickyard Cove Road (including 2 ADA compliant parking spots.) The project does not include facilities for in-water access to the Bay, but there is a kayak-launch facility at the neighboring Miller-Knox Regional Shoreline Park. No public transit improvements are proposed.

The Bay Plan Public Access policies state, “[p]ublic access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding.” Further, when public access is “provided as a condition of development..., the access should be permanently guaranteed” and “[a]ny public access provided as a condition of development should either be required to remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project should be provided nearby.” The Bay Plan **Climate Change** policies state, in part, that “[t]o protect public safety... all projects... should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century.” While the proposed design elevates the waterfront park in an effort to address sea level rise, the expected life of the project is approximately 50 years, which suggests an adaptive management plan may be needed.

The Bay Plan **Transportation** policies state, in part, that “[t]ransportation projects on the Bay shoreline... should include pedestrian and bicycle pathways that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails” and that “[t]ransportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline.” The proposed design extends the Bay Trail along the Shoreline Drive, improves the Bay Trail along the existing Brickyard Cove Road, and connects the Bay Trail to the Miller-Knox Regional Shoreline Park to the northwest.

The Commission’s **Public Access Design Guidelines** note that public access should be designed to “feel public,” and more specifically state, in part, that “[s]horeline areas are most utilized if they provide physical public access to and along the shoreline and visual public access (views) to the Bay from other public spaces.” The Guidelines state that the design should ensure “the user is not intimidated nor is the user’s appreciation diminished by large nearby building masses....” And that “public access improvements should be designed for a wide range of users,” should “provide basic public amenities, such as trails, benches, play opportunities, trash containers, drinking fountains, lighting and restrooms that are designed for different ages, interests and physical abilities,” and “should be designed for the weather of the site.” The design provides public access to and along the shoreline for a wide range of users; whether the design impacts views to the Bay from other public spaces remains not fully understood at this time. The Guidelines state that viewing the Bay is the “most widely enjoyed ‘use’” and projects should be designed to “enhance and dramatize views of the Bay.”

The Guidelines identify “each site’s historical, cultural and natural attributes” as “opportunities for creating projects with a ‘sense of place’ and a unique identity. View opportunities, shoreline configuration and access points are factors that determine a site’s inherent public access opportunities. The project proposes to incorporate elements from the existing warehouse into the waterfront park design and to preserve existing features, such as the existing bollards on the wharf, to create a unique identity that draws from the historical attributes of the site.

Board Questions

The Board’s advice and recommendations are sought on the following issues regarding the design of the proposed public access:

1. Does project provide the right mix of recreational opportunities, including in-water access and fishing and related improvements or facilities to accommodate a wide variety of users? Does the proposed project encourage diverse activities and create a “sense of place,” which is unique and enjoyable?
2. Is the public access area “designed for the weather of the site?”
3. Is the shoreline drive designed in a way that blends the waterfront park and the development?
4. Is there sufficient public parking to draw the public and enable the public to access the proposed waterfront park? Is there sufficient public transit to enable the public to access the waterfront park?
5. Does the project incorporate historic working waterfront elements in way that provides educational opportunities and further understanding of the site’s history?
6. Given this site is adjacent to Miller Knox regional open space, are there any wildlife conflict considerations needed at this site?

The Board’s advice and recommendations are sought on the following issues regarding the design of the proposed physical and visual connections:

7. Is the project designed to maximize access to, along, and through the proposed development? Is the public promenade through the proposed development designed in a way that is inviting to the public?
8. Does the revised site plan provide appropriate visual access to the Bay?
9. Does the design of the proposed pedestrian bridge maximize views to the Bay from the publicly accessible promenade? (The pedestrian bridge connects the east and west sides of the development and crosses over the publicly accessible promenade at the southern end of the site.)

The Board’s advice and recommendations are sought on the following issues regarding sea level rise: The question remains as to whether the elevation of the public access is sufficient to address sea level rise for the life of the project. Further, the applicant currently does not have an adaptation management plan to address future inundation of public access on the site.

10. Should the project proponent use the existing rail lines along the shoreline to create a public amenity, e.g., an informal walking trail that would likely be inundated in the future (“interim” public access?) Or should the area be treated as visual access which the public cannot physically access?